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SENATORS, DOLE VOICE STRONG SUPPORT FOR RANDOM DRUG/ALCOHOL TESTS

Separate pieces of legislation introduced by Sen. Ernest Hollings (D-S.C.) and Sen. John Danforth (R-Mo.) aimed at the implementation of random drug and alcohol testing of safety-related airline and railroad employees received strong support from Transportation Secretary Elizabeth Dole Friday at a hearing before the Senate Commerce Committee. Both bills, S.362 and S.356, call for random drug testing of aviation and railroad employees.

Hollings said "random testing is the only way to ensure that drug and alcohol will never be a factor in an airline or rail accident in the future." He said constitutional objections "do not sway me in the least...concerning the right of an employee to privacy and the passenger's right to safe travel, there is no question as to where our priorities should be." Dole said when balancing the constitutionality issue, "it would swing largely in favor of public safety." Dole said "testing on the basis of probable cause is not good enough" nor is testing during a pilot's six-month physical. "It would be far too easy for a pilot to prepare if that was the case."

Sen. John Rockefeller (D-W.Va.) said he "agrees with the general thrust" of the two bills, but has concerns, mainly concerning confidentiality and test accuracy. He said he did not want to see use of fly-by-night operations. Dole said DOT would utilize "only the highest proven labs" to conduct testing. Rockefeller also said he would "like to see a right of appeal for employees who test positive."

Danforth said the lack of random testing in transportation is "nothing short of a national scandal." He said it was time for the federal government "to strike hard and fast against substance abuse." Sen. Larry Pressler (R-S.D.) said the drug/alcohol abuse issue is "gaining momentum" and said "there is a golden moment now to get our teeth on the issue." Sen. James Exon (D-Neb.) said he "doesn't want to overlook anybody's constitutional rights, but more importantly, I don't want to risk people's lives."

SEN. KASSEBAUM BLASTS DOT PROPOSAL FOR USE OF AVIATION TRUST FUND

Sen. Nancy Kassebaum (R-Kan.) was sharply critical Friday of the Department of Transportation for its proposal to fund 85 percent of FAA activities with user taxes and for seeking only a two-year extension of airport and airway legislation. Kassebaum, ranking minority member of the Senate aviation subcommittee, told attendees at the FAA's annual Aviation Forecast Conference that DOT's proposal for only a two-year extension of current user taxes and spending procedures "is a mistake, primarily because such a short period makes airport planning extremely difficult." Kassebaum said "at a minimum...a three-year reauthorization is necessary and a five-year bill would be preferable."

She also took sharp issue with DOT's proposal to use Aviation Trust Fund revenues to cover 85 percent of FAA's operations and maintenance (O&M) costs. Kassebaum warned that enactment of the DOT plan will deplete the Trust Fund on O&M expenses while "capital improvements, the main purpose of the fund, will be short-changed." Kassebaum said she hears repeatedly "based on 'studies,' civilian users account for 85 percent of the FAA's resources. Frankly, I don't put much stock in these studies," Kassebaum said. "They are a way of trying to go in the back door to a totally user-paid system—an idea which has never been accepted on its own merits. The reason it should not be accepted is that the purpose of the national airway system—the national airport system and the Federal Aviation Adminis-

(Continued on the following page)

 **NOW ONLINE WORLDWIDE**

CUSTOMS REAFFIRMS USE OF 'DISCOVER' CARDS FOR CUSTOMS FEES -- U.S. Customs Service has reaffirmed a previous decision to permit payment of Customs duties, taxes and other charges by means of approved credit cards. Currently only "Discover" credit cards, issued by the Sears Financial Network, can be used to pay Customs fees. Customs said Sears was the only credit card firm willing to forego assessing a vendor fee against Customs. While the Discover card is still the only approved credit card, the agency said it is amending its initial order to permit use of any credit cards that may be authorized in the future, noting that "it is anticipated that other credit card companies will reach an agreement with Customs to provide this service." Payments by credit card will be limited to non-commercial entries and will be subject to final collection from the credit card company. For more information, contact Charles Pollaci in the Accounting Programs Division at (202) 566-2494.

FAA ATTORNEY NAMED TO REPLACE ALAN STEPHEN AT RAA -- John Fredericksen, 38, an FAA attorney for the past six years, was selected by the Regional Airline Association's board of directors last week to replace Alan Stephen. Stephen, RAA's executive vice president, will become president of Scenic Airlines this spring (BA, Dec. 29/201). Fredericksen is currently FAA's senior trial lawyer, responsible for all litigation. He also is responsible for enforcement of the agency's slot programs at the four high density airports. He was a U.S. Navy pilot for six years.

SMALL COMMUNITY NOISE EXEMPTIONS WILL TERMINATE AT YEAREND -- Federal Aviation Administration is serving notice on all operators of early model, twin-turbojet transports that they will not be permitted to operate those aircraft in the U.S. after Jan. 1, 1988 unless the aircraft is able to meet Stage 2 or Stage 3 noise standards of FAR Part 36 (FAR Section 91.303).

A regulation issued in 1976 by FAA prohibited operation after Jan. 1, 1985 of aircraft unable to meet Stage 2 or Stage 3 noise standards. In the Aviation Safety and Noise Abatement Act of 1979, Congress directed FAA to issue exemptions from those requirements to operators of certain types of aircraft. Those exemptions, referred to as "service to small community exemptions," are due to expire Jan. 1, 1988. FAA announced in September of 1985 that it would not extend any of those exemptions beyond the Jan. 1, 1988 date and the agency recently reaffirmed that deadline.

FAA said the only small community exemptions still in effect are those issued to operators of civil, two-engine turbojet aircraft with a seating capacity of 100 seats or less, which includes 42 operators who have 282 affected aircraft. Of those, 13 operators with 63 aircraft were foreign, and 29 operators with 219 aircraft were U.S. Of the U.S. operators, 14 with 17 airplanes are corporations. Aircraft types for which exemptions have been issued are: DC-9-10/30; Boeing 727-200; BAC 1-11-200/400; and SE-210 (Caravelle) aircraft. FAA said equipment to modify the aircraft to bring them into compliance with federal noise regulations is available for all of those models except the Caravelle at prices ranging from \$250,000 to \$500,000 per aircraft. A list of the affected operators, along with the number and type of aircraft, are shown in a chart on the back of this page.

FOURTEEN AIRLINES JOIN AVIATION SATELLITE PROGRAM -- Aviation Satellite Corp. said 14 airlines from 10 countries have joined as founding members of its planned aviation satellite system. It said the carriers initially have committed more than 600 aircraft which will be equipped with avionics to permit communications via satellite. Avsat said that because of deadlines for sizing of the system to ensure availability of the satellite space segment, any additional commitments to reserve capacity in the 1989-1990 time frame must be received within 30 days.

SINGER DIVIDES KEARFOTT INTO TWO DIVISIONS -- Singer Company has reorganized its Kearfott Division into two separate units—the Kearfott Guidance and Navigation Division and Electronic Systems Division—because of continuing diversification of Kearfott's business base. Terry W. Heil, executive vice president of Singer's Defense Electronics Group, will serve as acting president of the Electronics Systems Division until a permanent appointment is made. Peter E. Venskus, Kearfott vice president-guidance and navigation, was named president of the Kearfott Guidance and Navigation Division. The company's guidance/navigation business includes inertial navigation systems for the B-1B bomber and NASA's Shuttle. Its electronic business includes command, control, communication and intelligence systems, computer systems and Doppler radar.

SERVICE TO SMALL COMMUNITY EXEMPTIONS
(In effect on 2-6-87)

<u>U.S. HOLDERS</u>	<u>NO. OF A/C</u>	<u>A/C TYPE</u>
1. Airborne Express	14	DC-9-10
2. Continental Airlines	25	DC-9-10/30
3. Eastern Air Lines	58	DC-9-30
4. Emerald Airlines	6	DC-9-10
5. Evergreen Int'n	2	DC-9-30
6. First United Air	1	BAC-1-11
7. Florida Express	18	BAC-1-11
8. Jet Fleet Int'l	3	BAC-1-11
9. Midway Airlines	1	DC-9-10
10. Ozark Airlines	11	DC-9-10/30
11. Piedmont Airlines	3	B-737-200
12. Republic/Northwest	33	DC-9-10
13. Sunworld Int'l Airlines	4	DC-9-10
14. U.S. Air	11	BAC-1-11
15. Western Airlines	12	B-737-200
16. ABCO Aviation	1	BAC-1-11
17. Amer. Continental	1	BAC-1-11
18. Amway Corp.	2	BAC-1-11
19. BAC-1-11 Corp.	1	BAC-1-11
20. Concord Promotions	1	BAC-1-11
21. Eli Lilly & Co.	1	BAC-1-11
22. Golden Nugget Hotel	1	DC-9-10
23. Helmsley-Spear Inc.	1	BAC-1-11
24. IMCO Services	1	BAC-1-11
25. Lone Star Industries	1	BAC-1-11
26. Montex Drilling Co.	1	BAC-1-11
27. NPC Leasing Corp.	1	BAC-1-11
28. River City Investments	1	BAC-1-11
29. Tenneco, Inc.	3	BAC-1-11

TOTAL U.S. 219

FOREIGN HOLDERS

1. AeroMexico	10	DC-9-10
2. Aerotours Dominica	1	SE-210
3. Ahmed Abdul Azziz	1	BAC-1-11
4. Air Canada	35	DC-9-30
5. Al-Anwae Trading	1	BAC-1-11
6. Aviation Mgmt Consort.	4	BAC-1-11
7. Ford Motor Co. Ltd.	3	BAC-1-11
8. H.M. Holdings, Inc.	1	BAC-1-11
9. Handlingair, Ltd.	1	DC-9-10
10. LAC	2	SE-210
11. Mohamed Abdallah Baroom	1	BAC-1-11
12. Saudi-Oger, Ltd.	1	BAC-1-11
13. TACA Int'l Airlines	2	BAC-1-11

TOTAL FOREIGN 63

TOTAL AIRCRAFT 282